**International Harvester Scout**

From Wikipedia, the free encyclopedia

Jump to: [navigation](http://en.wikipedia.org/wiki/International_Harvester_Scout#mw-head), [search](http://en.wikipedia.org/wiki/International_Harvester_Scout#p-search)

|  |  |
| --- | --- |
| **International Harvester Scout** | |
| [1978 International Scout II](http://en.wikipedia.org/wiki/File:Yellowscout.jpg) | |
| [**Manufacturer**](http://en.wikipedia.org/wiki/Automotive_industry) | [International Harvester](http://en.wikipedia.org/wiki/International_Harvester) |
| **Production** | 1961–1980 |
| [**Class**](http://en.wikipedia.org/wiki/Car_classification) | Full-size [SUV](http://en.wikipedia.org/wiki/SUV) |
| [**Body style(s)**](http://en.wikipedia.org/wiki/Car_body_style) | 2-door [SUV](http://en.wikipedia.org/wiki/SUV), [Pickup Truck](http://en.wikipedia.org/wiki/Pickup_Truck) |
| [**Layout**](http://en.wikipedia.org/wiki/Automobile_layout) | [Front engine](http://en.wikipedia.org/wiki/Front-engine_design), [rear-wheel drive](http://en.wikipedia.org/wiki/Rear-wheel_drive) / [four-wheel drive](http://en.wikipedia.org/wiki/Four-wheel_drive) |

The [**International Harvester**](http://en.wikipedia.org/wiki/International_Harvester) **Scout** was one of the first production American civilian off-road [sport utility vehicles](http://en.wikipedia.org/wiki/SUV). It was originally created as a competitor to the [Jeep](http://en.wikipedia.org/wiki/Jeep), and like that vehicle, early models featured fold-down [windshields](http://en.wikipedia.org/wiki/Windshield). The first generation Scout and second generation Scout II were produced as [two-door](http://en.wikipedia.org/w/index.php?title=Two-door&action=edit&redlink=1) vehicles with options of a half cab [pickup truck](http://en.wikipedia.org/wiki/Pickup_truck) or a removable full hard or soft top. Scouts were manufactured from 1961 to 1980 in [Fort Wayne](http://en.wikipedia.org/wiki/Fort_Wayne,_Indiana), [Indiana](http://en.wikipedia.org/wiki/Indiana).

|  |
| --- |
|  |

**Origin**

International Harvester had been building trucks, pickups and later Travelalls since 1907. In the late 1950s, they began a design plan to produce a vehicle to compete with the [Jeep CJ](http://en.wikipedia.org/wiki/Jeep_CJ). By late 1960 the first Scout was available: the Scout 80, with a 1961 [model year](http://en.wikipedia.org/wiki/Model_year).

According to [Ted Ornas](http://en.wikipedia.org/w/index.php?title=Ted_Ornas&action=edit&redlink=1), the chief designer of the Scout,

...the market potential for a [4 wheel drive](http://en.wikipedia.org/wiki/4_wheel_drive) recreational vehicle was an unknown quantity in the early 1950s. The only such vehicle offered in the post-war period was the [Willys](http://en.wikipedia.org/wiki/Willys) Jeep, a version of the [military jeep](http://en.wikipedia.org/wiki/Willys_MB) produced for [World War II](http://en.wikipedia.org/wiki/World_War_II). It was a flat-sided bare-bones product, and American military personal learned to appreciate its ability to maneuver over rough terrain. Sales volume was very low. In early 1958 we were directed to develop a concept proposal to enter this small market of that time. So help me, Mr.Reese, manager of engineering, said 'design something to replace the horse.' There was no product definition to use as a guide. It was even proposed to use the defunct [Henry J](http://en.wikipedia.org/wiki/Henry_J) body tooling. Compound body surfaces were considered too far out for this type of vehicle. The military jeep was thought to have the correct appearance. Our design sketches with the flat-side, no contour look never excited the executive committee. The program began to die. One night while sitting at our kitchen table (full of frustration and desperation), I dashed off this rough sketch on a piece of scrap mat board. It had contoured sides and was designed for plastic tooling. The next morning it was shown to a committee member. He reviewed it with controlled enthusiasm, but revived interest in the program. We were off and running. [Goodyear](http://en.wikipedia.org/wiki/Goodyear_Tire_and_Rubber_Company) produced many plastic parts for WWII and had formed a large [plastic](http://en.wikipedia.org/wiki/Plastic) engineering group. We entered a program with them, a scale model was vacuum formed to simulate body assembly. This model received executive approval for appearance. By July 1959, Goodyear completed their costing and, because of the high costs, the plastic program was cancelled. By this time the contoured design met with executive approval and a decision was made to convert the body design to [steel](http://en.wikipedia.org/wiki/Steel). Starting in late July 1959 a full size [clay](http://en.wikipedia.org/wiki/Clay) model was completed, and in November 1959, it was approved. Looking back, it was a remarkable program with fast paced engineering and manufacturing developments. The total development time of 24 months was an heroic achievement considering the concept was unique and no in-house engine or manufacturing was available or even considered when the program started.  
"The first Scout was introduced in 1960. A concept for its replacement was initiated in 1964 and approved for production in mid 1965. The Scout II was introduced in 1971. The basic sheet metal remained the unchanged until production stopped on October 21, 1980. During the 20 year period (1960-1980) 532,674 Scouts were produced. The Scout, introduced as a commercial utility pickup in 1960, set the stage for future 4-wheel drive recreational vehicles of the '70s, '80s, and '90s.

**[**[**edit**](http://en.wikipedia.org/w/index.php?title=International_Harvester_Scout&action=edit&section=2)**] Scout models and variants**

There were several production models of the Scout:

* Scout 80, 1960-1965/Scout 800,1966-1971(1961–1971):The original production model
* Scout 810 (1971): Some early Scout II's contain Scout 810 badging on the glove box.
* Scout II (1971–1980): The later standard production model with a removable soft or hardtop (100 inch wheelbase).
* Scout II Terra (1976–1980): The light pickup truck version (118 inch wheelbase).
* Scout II Traveler (1976–1980): This version had a removable [fiberglass](http://en.wikipedia.org/wiki/Fiberglass) hardtop, optional third row of seats (118 in wheelbase).
* Super Scout II (SSII) (1977–1979): This model had removable fabric doors, a rollbar, and softtop. The Soft-top model was tagged the "SSII" by IH marketing. Eventually the "SS" letters were assumed to stand for "Super Scout", the name this
* mhttp://en.wikipedia.org/wiki/International\_Harvester\_Scoutodel is called today.

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  | |  |  |  | | --- | --- | --- | | International Harvester Tractor History |  | International Harvester Tractor Links | | international-1486-1.gifThe International Harvester Company was formed by the merger of the McCormick Harvesting Machine Company and the Deering Harvester Company in 1902. The company had a number of early tractor models. The Farmall, in 1924, sparked a revolution in tractor design. The Farmall introduced the tricycle style row-crop tractor. It could not only plow, but was capable of precision work such as cultivating. International Harvester's agricultural operations were merged with the J. I. Case Company in 1985. Equipment is stil manufactured under the Case IH name. |  | [CaseIH](http://www.caseih.com/)     - official site [German IHC](http://www.ihace.de/)     - information on IHC tractors built at the Neuss factory in Germany [International Skid-steer Loaders](http://www.diggerdata.com/data/ihskidsteer.html)     - information on International skid-steer loaders at DiggerData.com |  |  |  |  |  |  | | --- | --- | --- | --- | --- | | **1960 - International Harvester tractors**   |  | | --- | | http://www.tractordata.com/spacer.gif | | | | | | [404](http://www.tractordata.com/farm-tractors/000/3/2/328-international-harvester-404.html) | [504](http://www.tractordata.com/farm-tractors/000/3/3/338-international-harvester-504.html) | [4300](http://www.tractordata.com/farm-tractors/000/3/8/388-international-harvester-4300.html) | [B-414](http://www.tractordata.com/farm-tractors/000/3/2/329-international-harvester-b-414.html) | | [606](http://www.tractordata.com/farm-tractors/000/3/4/344-international-harvester-606.html) | [A-414](http://www.tractordata.com/farm-tractors/004/0/2/4029-international-harvester-a-414.html) | [D-215](http://www.tractordata.com/td/004/td4642.html) | [D-219](http://www.tractordata.com/td/004/td4644.html) | | [D-322](http://www.tractordata.com/td/004/td4646.html) | [D-326](http://www.tractordata.com/td/004/td4647.html) | [D-432](http://www.tractordata.com/td/004/td4649.html) | [D-439](http://www.tractordata.com/td/004/td4651.html) | | [706](http://www.tractordata.com/farm-tractors/000/3/5/353-international-harvester-706.html) | [806](http://www.tractordata.com/farm-tractors/000/3/5/358-international-harvester-806.html) | [B-614](http://www.tractordata.com/td/005/td5102.html) | [D-514](http://www.tractordata.com/td/004/td4653.html) | | [424](http://www.tractordata.com/farm-tractors/000/3/3/330-international-harvester-424.html) | [B-634](http://www.tractordata.com/td/005/td5103.html) | [Cub](http://www.tractordata.com/farm-tractors/000/2/8/288-international-harvester-cub.html) | [523](http://www.tractordata.com/farm-tractors/002/2/8/2282-international-harvester-523.html) | | [624](http://www.tractordata.com/farm-tractors/002/2/8/2283-international-harvester-624.html) | [656](http://www.tractordata.com/farm-tractors/000/3/4/346-international-harvester-656.html) | [1206](http://www.tractordata.com/farm-tractors/000/3/6/368-international-harvester-1206.html) | [4100](http://www.tractordata.com/farm-tractors/000/3/8/384-international-harvester-4100.html) | | [276](http://www.tractordata.com/farm-tractors/002/3/1/2315-international-harvester-276.html) | [323](http://www.tractordata.com/farm-tractors/002/2/7/2278-international-harvester-323.html) | [423](http://www.tractordata.com/farm-tractors/002/2/8/2280-international-harvester-423.html) | [434](http://www.tractordata.com/farm-tractors/002/3/1/2316-international-harvester-434.html) | | [B-276](http://www.tractordata.com/farm-tractors/005/4/1/5413-international-harvester-b-276.html) | [B-434](http://www.tractordata.com/td/005/td5108.html) | [353](http://www.tractordata.com/farm-tractors/002/2/7/2279-international-harvester-353.html) | [444](http://www.tractordata.com/farm-tractors/000/3/3/331-international-harvester-444.html) | | [756](http://www.tractordata.com/farm-tractors/000/3/5/354-international-harvester-756.html) | [856](http://www.tractordata.com/farm-tractors/000/3/6/360-international-harvester-856.html) | [1256](http://www.tractordata.com/farm-tractors/000/3/6/369-international-harvester-1256.html) | [154 Lo-Boy](http://www.tractordata.com/farm-tractors/000/3/0/307-international-harvester-154-lo-boy.html) | | [544](http://www.tractordata.com/farm-tractors/000/3/3/339-international-harvester-544.html) | [634](http://www.tractordata.com/farm-tractors/002/3/1/2317-international-harvester-634.html) | [724](http://www.tractordata.com/farm-tractors/002/2/8/2284-international-harvester-724.html) | [826](http://www.tractordata.com/farm-tractors/000/3/5/359-international-harvester-826.html) | | [1456](http://www.tractordata.com/farm-tractors/000/3/7/370-international-harvester-1456.html) | [4156](http://www.tractordata.com/farm-tractors/000/3/8/385-international-harvester-4156.html) |  |  | |  | | | |   http://www.tractordata.com/farm-tractors/tractor-brands/ih/ih-tractors.html |

­­­­­­­­­­­­­­­­

**The Big Tough Rugged Line**



***The Big Tough Rugged Line brings more grain to the elevator***

**In 1962 International Harvester unleashed a new big, tough and rugged line of big capacity, grain saving combines. The new combine series had 26% more room on the operators deck over the first generation combines, a fully-padded posture seat with adjustments to fit the tall and short and the availability of a cab. Not only was comfort improved but ease of operation was increased.  The new series had hydrostatic power steering, hydrostatic drive that provided infinite speed control without clutching or shifting.  The new big combines from International had modern sleek safety shields to cover the drives and the separator.**



***IH No. 303 Combine with a 42 inch 2 row corn head***

**The No. 303 combine was the smallest of the new IH combines in 1962.  The 65 hp 303 combine had a standard 55 bushel grain tank and could hold up to 83 bushels with a bin extension.  The 303 was fitted for 10 1/12, 13 or 14 ft grain platforms and 2 and 3 row corn heads.**



***IH No. 403 Combine is at home in rice and wheat***

**The No. 403 was IH's most popular selling combine in the 1960's. It was produced from 1962 to 1970. In 1966 the 403 was upgraded to hydrostatic drive. This was a giant step in combine design and operation ease. The 403 was well equipped for power with an International C-263 engine rated at 90 hp.  Header options for the 403 included grain headers from 13 to 18 1/2 ft and 2, 3 and 4 row corn heads.**



***IH No. 503 Combine is an acre eater with a 20 1/2 ft grain head and 6 row corn head***

**International offered the mega combine of the 1960's with model No. 503. The 503 combine was rated at 106 hp and could handle a maximum 106 bushels of grain in its bin.  The 503 was available with a standard 4 row corn head or a large 6 row head for big farms in the corn belt.  Grain heads from 13ft to 20 1/2 feet were available for the 503. 503's could be ordered from IH as Corn and Wheat machines or with special options for Rice and Edible Bean harvest. The 503 was sold from 1962 to 1968.**



***IH No. 203***

**All new for 1963 was the IH No. 203 combine. This model featured twin grain tanks that could hold up to 53 bushels. The 203's engine was top mounted and rated at 55 hp. The 203 was a perfect and economical for the smaller farmer who raised grain. The 203 was larger than the largest combine IH had offered just a decade before. The 203 was built to handle a 2 row corn head and 10 and 13ft grain heads. The 203 helped a farmer who raised grain and row crops get more combine for his dollar.**



***IH No. 403 Hillside Combine***

**The No. 403 Hillside Combine was introduced in 1963 and offered through 1969. The exclusive IH four way leveling system on the 403 provided better traction and grain handling on hillsides and steep slopes. It also added safety to the harvest. The Hillside 403 featured a larger IH C-282 six cylinder engine over the standard 403.**



***IH's combine slogan in the 1960's was "the people who bring you combines that work."***

<http://www.toytractorshow.com/international_harvester_combines_of_the_1960s.htm>

**International Harvester**

From Wikipedia, the free encyclopedia

Jump to: [navigation](http://en.wikipedia.org/wiki/International_Harvester#mw-head), [search](http://en.wikipedia.org/wiki/International_Harvester#p-search)

*For the song by Craig Morgan, see* [*International Harvester (song)*](http://en.wikipedia.org/wiki/International_Harvester_(song))*. For the* [*Swedish*](http://en.wikipedia.org/wiki/Sweden)[*progg*](http://en.wikipedia.org/wiki/Progg) *band, see* [*Träd, Gräs & Stenar*](http://en.wikipedia.org/wiki/Tr%C3%A4d,_Gr%C3%A4s_%26_Stenar)*.*

|  |  |
| --- | --- |
| **International Harvester Company** | |
| [IH Logo.png](http://en.wikipedia.org/wiki/File:IH_Logo.png) | |
| [**Industry**](http://en.wikipedia.org/wiki/Industry) | [Agricultural](http://en.wikipedia.org/wiki/Agricultural), [Automotive](http://en.wikipedia.org/wiki/Automotive) |
| **Successor** | Navistar International Corporation |
| **Founded** | [Canton, Illinois](http://en.wikipedia.org/wiki/Canton,_Illinois) (1902) |
| **Headquarters** | Warrenville, Illinois (Present Location) |
| [**Products**](http://en.wikipedia.org/wiki/Product_(business)) | [Farm Machinery](http://en.wikipedia.org/wiki/Farm_Machinery) |

**International Harvester Company** (**IHC** or **IH**; now [Navistar International Corporation](http://en.wikipedia.org/wiki/Navistar_International)) was an [American](http://en.wikipedia.org/wiki/United_States) [agricultural](http://en.wikipedia.org/wiki/Agriculture) machinery, construction equipment, vehicle, commercial truck, and household and commercial products manufacturer. In 1902, J.P. Morgan purchased the McCormick Harvesting Machine Company and [Deering Harvester Company](http://en.wikipedia.org/wiki/Deering_Harvester_Company), along with three smaller agricultural equipment firms: Milwaukee; Plano; and Warder, Bushnell, and Glessner (manufacturers of Champion brand). J.P. Morgan thus formed International Harvester. International Harvester sold off its Agricultural division in 1985 and later renamed the company. [Case IH](http://en.wikipedia.org/wiki/Case_IH) was formed when the Agricultural Division merged with J.I. Case.

|  |
| --- |
|  |

**[**[**edit**](http://en.wikipedia.org/w/index.php?title=International_Harvester&action=edit&section=1)**] History**

[http://bits.wikimedia.org/skins-1.5/common/images/magnify-clip.png](http://en.wikipedia.org/wiki/File:Cyrus_McCormick_engraving.jpg)

[Cyrus Hall McCormick](http://en.wikipedia.org/wiki/Cyrus_Hall_McCormick) patented the first mechanical [reaper](http://en.wikipedia.org/wiki/Reaper), which are the roots of the company.

**[**[**edit**](http://en.wikipedia.org/w/index.php?title=International_Harvester&action=edit&section=2)**] Founding of the company**

The roots of International Harvester run to the 1830s, when [Cyrus Hall McCormick](http://en.wikipedia.org/wiki/Cyrus_Hall_McCormick), an inventor from Virginia, finalized his version of a horse-drawn [reaper](http://en.wikipedia.org/wiki/Reaper), which he field-demonstrated throughout 1831, and for which he received a patent in 1834. Together with his brother, McCormick moved to [Chicago](http://en.wikipedia.org/wiki/Chicago) in 1847 and started the [McCormick Harvesting Machine Company](http://en.wikipedia.org/wiki/McCormick_Harvesting_Machine_Company). The McCormick reaper sold well, partially as a result of savvy and innovative business practices. Their products came onto the market just as the development of railroads offered wide distribution to distant market areas. He developed marketing and sales techniques, developing a vast network of trained salesmen able to demonstrate operation of the machines in the field.

McCormick died in Chicago, with his company passing to his son, [Cyrus McCormick, Jr.](http://en.wikipedia.org/w/index.php?title=Cyrus_McCormick,_Jr.&action=edit&redlink=1) In 1902 the McCormick Harvesting Machine Company and [Deering Harvester Company](http://en.wikipedia.org/wiki/Deering_Harvester_Company), along with three smaller agricultural equipment firms (Milwaukee; Plano; and Warder, Bushnell, and Glessner (manufacturers of Champion brand)) merged to create the International Harvester Company. In 1919, the Parlin and Orendorff factory in [Canton, Illinois](http://en.wikipedia.org/wiki/Canton,_Illinois) grew with a ranking of number one in the plow manufacturing industry. The International Harvester Company purchased the factory calling it the Canton Works; it continued production for many decades.

[](http://en.wikipedia.org/wiki/File:International_1920_tractor.JPG)

[http://bits.wikimedia.org/skins-1.5/common/images/magnify-clip.png](http://en.wikipedia.org/wiki/File:International_1920_tractor.JPG)

An International Harvester tractor built in 1920

**[**[**edit**](http://en.wikipedia.org/w/index.php?title=International_Harvester&action=edit&section=3)**] The golden years of IH**

[](http://en.wikipedia.org/wiki/File:1954_International_R110_Truck.JPG)

[http://bits.wikimedia.org/skins-1.5/common/images/magnify-clip.png](http://en.wikipedia.org/wiki/File:1954_International_R110_Truck.JPG)

1954 R-110 series pickup

In 1926 IH's [Farmall](http://en.wikipedia.org/wiki/Farmall) Works began production in a new plant in [Rock Island, Illinois](http://en.wikipedia.org/wiki/Rock_Island,_Illinois), built solely to produce the new Farmall tractor. By 1930, the 100,000th Farmall was produced. IH next set their sights on introducing a true 'general-purpose' tractor designed to satisfy the needs of the average American family farmer. The resulting 'letter' series of [Raymond Loewy](http://en.wikipedia.org/wiki/Raymond_Loewy)-designed Farmall tractors in 1939 proved a huge success, and IH enjoyed a sales lead in tractors and related equipment that continued through much of the 1940s and 1950s, despite stiff competition from [Ford](http://en.wikipedia.org/wiki/Fordson_tractor), [John Deere](http://en.wikipedia.org/wiki/List_of_John_Deere_tractors) and other tractor manufacturers. In 1946 IH acquired a [wartime](http://en.wikipedia.org/wiki/World_War_II) defense plant in [Louisville, Kentucky](http://en.wikipedia.org/wiki/Louisville,_Kentucky), which was enlarged, expanded, and re-equipped for production of the Farmall A, B, and the new [340](http://en.wikipedia.org/wiki/Farmall_Cub) tractors. In 1974, the 5 millionth IHC tractor was produced at the Rock Island Farmall plant.

Throughout the 1960s and 1970s, despite good sales, IH's profit margins remained slim. The continual adding of unrelated business lines created a somewhat unwieldy corporate organization, and the company found it difficult to focus on a primary business, be it agricultural equipment, construction equipment, or truck production. An overly conservative management, combined with a rigid policy of in-house promotions tended to stifle new management strategies as well as technical innovation. Products with increasingly ancient technology continued in production year after year despite their marginal addition to sales. Worse, IH now not only faced a threat of stiff competition in each of its main corporate businesses, but also had to contend with greatly increased production costs, primarily due to labor and government-imposed environmental and safety regulations.[[1]](http://en.wikipedia.org/wiki/International_Harvester#cite_note-0)

**[**[**edit**](http://en.wikipedia.org/w/index.php?title=International_Harvester&action=edit&section=4)**] Downfall and ending**

In 1979 IH named a new [CEO](http://en.wikipedia.org/wiki/CEO), who was determined to improve profit margins and drastically cut a ballooning cost structure. Unprofitable model lines were terminated, and factory production curtailed. By the end of the year, IH profits were at their highest in 10 years, but cash reserves were still too low. Union members became increasingly irate over production cutbacks and other cost-cutting measures. In the spring and summer of 1979, IH began short-term planning for a strike that seemed inevitable. Then on November 1, IH announced figures showing that president and chairman [Archie McCardell](http://en.wikipedia.org/wiki/Archie_McCardell) received a US$1.8 million (in 1979 values) bonus. McCardell sought overtime, work rule, and other changes from the [UAW](http://en.wikipedia.org/wiki/United_Auto_Workers), which led to [a strike on November 2, 1979](http://en.wikipedia.org/wiki/International_Harvester_strike_of_1979%E2%80%931980).[[2]](http://en.wikipedia.org/wiki/International_Harvester#cite_note-1)

Soon after, [the economy turned unfavorable](http://en.wikipedia.org/wiki/Early_1980s_recession), and IH faced a financial crisis. The strike lasted approximately six months. When it ended, IH had lost almost $600 million (in 1979 value; over $2 [billion](http://en.wikipedia.org/wiki/1000000000_(number)) today).[[3]](http://en.wikipedia.org/wiki/International_Harvester#cite_note-Eight_Decades-2)

By 1981 the company's finances were at their lowest point ever. The strike, accompanied by the economy and internal corporate problems, had placed IH in a hole that had only a slim way out.[[4]](http://en.wikipedia.org/wiki/International_Harvester#cite_note-3) Things only got worse until 1984, when the bitter end came.

International Harvester, following long negotiations, agreed to sell its agricultural products division to [Tenneco, Inc.](http://en.wikipedia.org/wiki/Tenneco,_Inc.) on November 26, 1984. Tenneco had a subsidiary, [J.I. Case](http://en.wikipedia.org/wiki/J.I._Case), that manufactured tractors, but lacked the full line of farm implements that IH produced ([combines](http://en.wikipedia.org/wiki/Combine_harvester), [cotton pickers](http://en.wikipedia.org/wiki/Cotton_picker), tillage equipment etc.)

Following the [merger](http://en.wikipedia.org/wiki/Merger), tractor production at Harvester's Rock Island, Illinois Farmall Works ceased in May 1985. Production of the new [Case IH](http://en.wikipedia.org/wiki/Case_IH) tractors moved to the J.I. Case Tractor Works in Racine, Wisconsin. Production of IH Axial-Flow combines continued at the East Moline, Illinois combine factory. Harvester's Memphis Works in Memphis, Tennessee was closed and cotton picker production was moved.

The truck and engine divisions remained, and in 1986 Harvester changed the corporate name to [Navistar International Corporation](http://en.wikipedia.org/wiki/Navistar_International) (Harvester had sold the International Harvester name and the IH symbol to Tenneco Inc. as part of the sale of its agricultural products division). Navistar International Corporation continues to manufacture medium- and heavy-duty trucks, school buses, and engines under the International brand name.[[3]](http://en.wikipedia.org/wiki/International_Harvester#cite_note-Eight_Decades-2)

**[**[**edit**](http://en.wikipedia.org/w/index.php?title=International_Harvester&action=edit&section=5)**] Divisions and products**

[](http://en.wikipedia.org/wiki/File:International_660_front.JPG)

[http://bits.wikimedia.org/skins-1.5/common/images/magnify-clip.png](http://en.wikipedia.org/wiki/File:International_660_front.JPG)

International 660 in rural [Saskatchewan](http://en.wikipedia.org/wiki/Saskatchewan)

**[**[**edit**](http://en.wikipedia.org/w/index.php?title=International_Harvester&action=edit&section=6)**] Agriculture**

The International Harvester Agricultural Division was the biggest and best-known IH subsidiary. When IH sold the agricultural products division to Tenneco in 1985, the International Harvester name and "IH" logo, went with it.

One of the early products (besides the harvesting equipment that McCormick and Deering had been making prior to the merger) from the newly-created International Harvester Company was the Traction Truck: a truck frame manufactured by [Morton Traction Truck Company](http://en.wikipedia.org/w/index.php?title=Morton_Traction_Truck_Company&action=edit&redlink=1) (later bought by IHC) with an IHC engine installed.

From 1902, when IH was formed, to the early 1920s, the McCormick and Deering dealerships kept their original brands unique, with Mogul tractors sold at McCormick dealers, and Titan tractors at Deering dealerships, due to the still present competitiveness of the former rivals.

**[**[**edit**](http://en.wikipedia.org/w/index.php?title=International_Harvester&action=edit&section=7)**] The early tractors**

IH produced a range of large gasoline-powered farm tractors under the Mogul and Titan brands. These tractors had varied success but the trend going into the mid-teens of the 1900s was "small" and "cheap".

The first important [tractors](http://en.wikipedia.org/wiki/Tractor) from IH were the model 10-20 and 15-30. Introduced in 1915, the tractors (which were smaller than their predecessors) were primarily used as traction engines to pull [plows](http://en.wikipedia.org/wiki/Plow) and for belt work on [threshing machines](http://en.wikipedia.org/wiki/Threshing_machine). The 10-20 and 15-30 both had separate, but similar, Mogul and Titan versions.

Around this time, IHC purchased a number of smaller companies to incorporate their products into the IH dealer arsenal. [Parlin & Orendorff](http://en.wikipedia.org/w/index.php?title=Parlin_%26_Orendorff&action=edit&redlink=1) aka [P&O Plow](http://en.wikipedia.org/w/index.php?title=P%26O_Plow&action=edit&redlink=1) and [Chattanooga Plow](http://en.wikipedia.org/w/index.php?title=Chattanooga_Plow&action=edit&redlink=1) were purchased in 1919. Other brand names they incorporated include but are not limited to Keystone, [D.M. Osborne](http://en.wikipedia.org/w/index.php?title=D.M._Osborne&action=edit&redlink=1), [Kemp](http://en.wikipedia.org/wiki/Kemp), [Meadows](http://en.wikipedia.org/wiki/Meadows), Sterling, [Weber](http://en.wikipedia.org/wiki/Weber), [Plano](http://en.wikipedia.org/wiki/Plano), [Champion](http://en.wikipedia.org/wiki/Champion).

In 1924 IH introduced the [Farmall](http://en.wikipedia.org/wiki/Farmall) tractor, a smaller general-purpose tractor, to fend off competition from the [Ford Motor Company's](http://en.wikipedia.org/wiki/Ford_Motor_Company) [Fordson](http://en.wikipedia.org/wiki/Fordson) tractors. The Farmall was the first tractor in the United States to incorporate a [tricycle](http://en.wikipedia.org/wiki/Tricycle)-like design (or row-crop front axle), which could be used on tall crops such as [cotton](http://en.wikipedia.org/wiki/Cotton) and [corn](http://en.wikipedia.org/wiki/Maize).

[](http://en.wikipedia.org/wiki/File:1954_IH_Super_C.JPG)

[http://bits.wikimedia.org/skins-1.5/common/images/magnify-clip.png](http://en.wikipedia.org/wiki/File:1954_IH_Super_C.JPG)

1954 IH Farmall Super C

Following the introduction of the Farmall, IH introduced several similar looking "F Series" models that offered improvements over the original design (the original model became known as the "Regular").

In 1932 IH produced their first [diesel engine](http://en.wikipedia.org/wiki/Diesel_engine), in the McCormick-Deering TD-40 [crawler](http://en.wikipedia.org/wiki/Tracked_vehicle). This engine started on gasoline, then switched over to diesel fuel. Diesel engines of this era were difficult to start in cold weather, and using gasoline allowed the engine to start easily and thoroughly warm up before making the switch to diesel in all weather conditions. In 1935 this engine was put in the International Harvester WD-40, becoming the world's first diesel tractor on wheels.[[5]](http://en.wikipedia.org/wiki/International_Harvester#cite_note-4)[[6]](http://en.wikipedia.org/wiki/International_Harvester#cite_note-5)

**[**[**edit**](http://en.wikipedia.org/w/index.php?title=International_Harvester&action=edit&section=8)**] The Letter and Standard Series**

For model year 1939, industrial designer [Raymond Loewy](http://en.wikipedia.org/wiki/Raymond_Loewy) was hired to design a new line of tractors. The sleek look, combined with other new features, created what is known as the Farmall "letter series" (A, B, BN, C, H and M) and the McCormick-Deering "standard series" (W-4, W-6 and W-9). 1941 saw the introduction of the model "MD" the first rowcrop diesel powered tractor, it would be over a decade before IH's biggest competitor (John Deere) would introduce a diesel option on their rowcrop tractors. The letter series tractors were updated to the "super" series in 1953 (with the exception of the A, which became a "super" in 1947, and the B and BN, which were discontinued in 1948) and received several improvements. Many of these tractors (especially the largest: the H, M and W models) are still in operation on farms today. Especially desirable are the diesel-powered MD, WD-6 and WD-9. These tractors carried forward the unique gasoline start diesel concept of the WD-40.

The letter and standard series of tractors was produced until 1954, and was a defining product in IH history.

For 1955 in IH tractors, the numbered "hundred-series" was offered. Although given slightly different looks and few new features, they were still updates to the models introduced in 1939. The only new tractor in the 1955 lineup is the 300 Utility. In 1957 IH gave the tractor lineup another update by increasing power in some models, adding a new 230 Utility model, and adding new white paint to the grill and sides, and giving new number designations. This improved sales at the time, but IH's inability to change and update was already showing.[[7]](http://en.wikipedia.org/wiki/International_Harvester#cite_note-1955.E2.80.931985-6)

**[**[**edit**](http://en.wikipedia.org/w/index.php?title=International_Harvester&action=edit&section=9)**] 60 Series recall**

In July 1958, IH launched a major campaign to introduce a new line of tractors to revitalize slumping sales. At the [Hinsdale, Illinois](http://en.wikipedia.org/wiki/Hinsdale,_Illinois) Testing Farm, IH entertained over 12,000 dealers from over 25 countries. IH showed off their new "60" series of tractors: including the big, first-of-its-kind, six-cylinder 460 and 560 tractors. But the joy of the new line of tractors was short lived. One of the first events that would eventually lead to the downfall of IH presented itself in 1959. In June of that year, IH recalled the 460, 560, and 660 tractors: final drive components had failed. IH, who wanted to be the first big-power manufacturer, had failed to drastically update the final drives on the new six-cylinder tractors. These final drives were essentially unchanged from 1939 and would fail rapidly under the stress of the more powerful 60-series engines. IH's competitors took advantage of the recall, and IH would lose customers in the ensuing months,[[7]](http://en.wikipedia.org/wiki/International_Harvester" \l "cite_note-1955.E2.80.931985-6) with many customers moving to [John Deere](http://en.wikipedia.org/wiki/Deere_%26_Company)'s *New Generation of Power* tractors introduced in 1960.

**[**[**edit**](http://en.wikipedia.org/w/index.php?title=International_Harvester&action=edit&section=10)**] 1960s**

Throughout the 1960s IH introduced new tractors and new sales techniques. As producing tractors was the lifeblood of the company, IH would have to remain competitive in this field. They both succeeded and failed at this goal. But farming was about to change, and IH and its competitors were in for a bumpy ride. In 1963 IH introduced the 73 [hp](http://en.wikipedia.org/wiki/Horsepower" \o "Horsepower) (54 [kW](http://en.wikipedia.org/wiki/Kilowatt)) 706 and 95 hp (71 kW) 806 tractors. in 1964 IH made its 4 millionth tractor, an 806. In 1965 IH introduced its first 100 hp (75 kW) two-wheel-drive tractor, the 1206. Another option became available in 1965 for the 706, 806 and the new 1206: a factory-installed cab (made by Stopler Allen Co.). This cab is often called the "Ice Cream Box" cab due to its shape. The cab could be equipped with a fan and heater. By 1967, over 100,000 models 706, 806 and 1206 were built.

1967 saw the introduction of the "56" series tractors as replacements for the successful and popular "06" series. These new "56s" were bigger and more powerful than the "06s". The new models included the 76 hp (57 kW) 756, the 101 hp (75 kW) 856 and the 116 hp (87 kW) 1256. The "ice cream box" cab was still an option. In 1969 IH introduced the 1456 Turbo at 131 hp (98 kW). Also that year, the 91 hp (68 kW) 826 was introduced with the option of gearshift or hydrostatic [transmissions](http://en.wikipedia.org/wiki/Transmission_(mechanics)). The "ice cream box" cab was dropped and replaced with the new "custom" cab made by Exel Industries, which could be equipped with factory air-conditioning, heat and an AM radio. Another milestone for IH was the 1970 introduction of the 1026 Hydro which was basically a hydrostatic version of the 1256, at that time the most powerful hydrostatic transmission tractor made in the US at 114 hp (85 kW).